

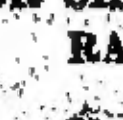
**Established February, 1848.**

PRICE, \$2 PER MONTH.

## Shipping.

**Steamers.**

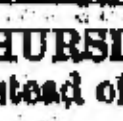
FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA:

The Steamship  
 Captain *RAY*, will be despatched on above on **THURSDAY**, the 7th Inst., at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Agents.**

Hongkong: November 5. 1889. 2067

**FOR SHANGHAI.**

The Steamship  
 Captain *R. KUMER*, will be despatched for the above Port on **THURSDAY**, the 7th Inst., at 4 p.m.

For Freight or Passage, apply to  
**SILVERSTEIN & Co.**

Hongkong, November 5, 1889. 2107

**OCEAN STEAMSHIP COMPANY,**  
**FOR YOKOHAMA, KOBE AND**  
**NAGASAKI.**

 The Co.'s Steamship  
*Palouche*, Capt. Purroon, will be  
despatched as above at  
**THURSDAY, this 7th Proximo.**

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, October 30, 1889. 217

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**

PAQUEBOT POSTE FRANÇAIS.  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Co.'s Steamship  
Congo,  
Commandant VAQUIER  
will be despatched for the  
above Ports on or about THURSDAY, the  
7th Instant.

G. DE CHAMPEAUX,  
Agent.


Hongkong, November 1, 1889.

SAKI AND KOBE.  
(Passing through the INLAND SEA.)  
The P. & O. S. N. Co.  
Steamship  
Guanoir.  
Captain W. T. NASTON  
will leave for the above places in place  
the Perona as previously advertised, on  
FRIDAY, the 8th November, at Daylight.  
E. L. WOODEN,  
Superintendent.  
P. & O. S. N. Co.'s Office, No. 11, 1888.  
Hongkong, November 8, 1888.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.


FOR SINGAPORE, PENANG AND  
CALCUTTA.

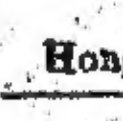
The Co.'s Charter

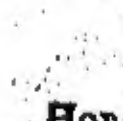

**Steamship**  
*Moray,*  
 Captain DUNGAN, will  
 dispatched as above on **SATURDAY,** the  
 9th Instant, at 3 p.m.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
*General Managers,*  
 Hongkong, November 4, 1889.

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**SHIRE LINE OF STEAMERS.**  
**FOR NAGASAKI, KOBE AND**  
**YOKOHAMA.**

(Via Island Sea.)  
  
 The Steamship  
*Pembrokehire*  
 will be dispatched  
 on the above Port on  
 12th Instant.  
 This Steamer has superior Passenger  
 Accommodation.  
 For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
 Agents.  
 Hongkong, November 5, 1888. 21

**FOR NEW YORK.**  
  
 The Steamship  
*Clamore,*  
 will be dispatched  
 on the above Port on or about the 16th Inst.  
 For Freight, apply to  
**ADAMSON, BELL & Co.,**  
 Agents.  
 Hongkong, November 4, 1888. 21

**SHIRE LINE OF STEAMERS.**  
**FOR LONDON AND HAMBURG.**  
  
 The Steamship  
*Clamorgueshire*  
 will be dispatched  
 on the above Port on  
 about the 19th Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, November 2, 1889.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(Passing through the INLAND SEA.)  
The P. & O. S. N. Co.  
Steamship  
*Verma*,  
Captain SPECK, will leave  
for the above places at Daylight on FRIDAY, the 22nd November.

E. L. WOODIN,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, November 5, 1889.

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**Sailing Vessels**

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FOR NEW YORK  
The S/S L.L. American Ship  
Net With  
CHAS H. TIBBETS, Master,  
will leave for the above Po-  
and will have quick dispatch.  
For Freight, apply to  
"RUSSELL & Co."  
Hongkong, October 21, 1889.



## To-day's Advertisements.

**ZETLAND LODGE.**  
No. 525.

A Regular MEETING of the above LODGE will be held in the FRASER'S Hall, 11th of November, at 8.30 for 9 p.m. precisely. Visiting Members are cordially invited.  
Hongkong, November 6, 1889. 2118

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Peking on the YANGTZE.)

The Co.'s Steamship *Amoy*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th instant, at Daylight.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1889. 2093

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship *Amoy*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th instant, at Daylight.

Passengers for Europe desiring to proceed via Suez, can apply to the Under-Secretary, at the Office of the Company, for tickets to be issued on the 14th instant, at 10 a.m. For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1889. 2056

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
The Co.'s Steamship *Amoy*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARSEN & Co., General Managers.

Hongkong, November 6, 1889. 2106

## FOR SINGAPORE AND PENANG.

The Steamship *Amoy*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th instant, at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATTHEW & Co., Agents.

Hongkong, November 6, 1889. 2110

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Co.'s Steamship *Amoy*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1889. 2119

## Occidental &amp; Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

The Steamship *Belgic* will be despatched from San Francisco, via Yokohama, on SATURDAY, the 23rd instant, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco, \$225.00; To San Francisco and return, \$393.75; To Liverpool, \$325.00; To London, \$350.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (per steamer) with one year will be allowed a discount of 10%. This allowance should apply to through fares from China and Japan to Europe.

General Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information, apply to the Agency of the Company, No. 60, Queen's Road Central, G. D. HARRIS, Agent.

Hongkong, November 6, 1889. 2120

## To-day's Advertisements.

**CANADIAN PACIFIC STEAMSHIP COMPANY.**  
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *Amoy*, Captain LAPAGE, will be despatched as above TO-MORROW, the 7th instant, at Daylight.

Connection will be made at Yokohama with Steamers from Shanghai and Japan ports, and at Vancouver with Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to Britain, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria, (Mex.) \$210.00; To common points in Canada, \$200.00; To Liverpool, \$325.00; To London, \$350.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

General Invoices to accompany Cargo destined to ports in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 8th November.

All parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, November 6, 1889. 2041

## PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on

**MONDAY,**

the 11th day of November, 1889, at 3 p.m., at the Premises,—

ALL THAT PIECE OF GROUND

Situate at Victoria, Hongkong, and registered in the LAND OFFICE as INLAND LOT No. 971, containing 1,818 square feet. Together with the MESSUAGES thereon, known as No. 33, Wyndham Street, Victoria, aforesaid.

For Particulars and Conditions of Sale, apply to Messrs. CALDWELL & WILKINSON, or to

Mr. J. M. ARMSTRONG, Auctioneer.

Hongkong, November 6, 1889. 2121

## JUST PUBLISHED.

THE SIXTY YEARS' ANGLICAN CALENDAR.

From 1st January, 1834 to 31st December, 1893, being from the 1st year of the 76th Cycle to the 30th year of the 76th Cycle. Price, \$1.50. Sewn, \$2.00. Cloth, \$2.50.

Hongkong: Published at the Daily Press Office. Sold by all Booksellers.

Hongkong, November 6, 1889. 2117

## MISSION TRANCHESES.

History of the Churches of India, Burmah, Siam, China, Japan, &c., &c., &c.

Translated by E. H. PARKER, Esq., H.B.M.'s Consul Service.

To be had of Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WAUGH (Ld.); and Mr. W. BAKER; and at the China Mail Office.

Hongkong, November 6, 1889. 2122

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

B. P. CHINESE, American ship, Capt. E. D. Humphreys.—Order.

DARL, British barque, Captain Edw. Finlayson.—Chinese.

KARAK, British barque, Captain A. Morrell.—Master.

NELLY M. SLADE, American barquentine, Capt. John C. Teixeira.—Captain.

PENSHAW, British barque, Captain John Inokay.—Gibb, Livingston & Co.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

DAKIN'S EXTRACT OF GLYCERINE

REMOVES THE SKIN SOFT, SUPPLE & SMOOTH.

INDISPENSABLE IN THE TOILET.

REMOVES AND PREVENTS ROUGHNESS, REDNESS, and CHAPPING.

ITS agreeable property of softening and clearing the skin will be noticed after three or four days use, and by its continued application the complexion will be preserved indefinitely, retaining to the last the fine texture of youth. Gentlemen will find its application useful and soothing after shaving.

Price, 40s and 75s per Bottle.

WOOLLEY'S SANITARY ROSE POWDER.

WHITE OR PINK.

The Queen says:—"There is no doubt that it is a very superior article, fragrant, soft, and clean, and we are quite satisfied with it as the result of experiments we have made. It is well spoken of by the Medical, Veterinary, and Professional Men, and we think it merits the praise they have given it."

Telephone No. 60.

22 & 24, QUEEN'S ROAD CENTRAL.

Hongkong, November 6, 1889. 2098

## Business Notices.

**THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.**

LADIES' AND CHILDREN'S OUTFITTING DEPARTMENTS.

AUTUMN—1889—WINTER.

NOVELTIES IN DRESS MATERIALS, TRIMMINGS, HOSIERY, MANTLES, MILLINERY, BOOTS AND SHOES, KID, GUEDE AND SILK GLOVES IN ALL SIZES, for Out-door and Evening wear.

BLANKETS, SHEETINGS, CALICOES, EIDER DOWN QUILTS, HOUSEHOLD LINENS, LACE CURTAINS, &c., &c.

HALL, LINEN AND WALKING COSTUMES, TAILOR-MADE JACKETS AND MANTLES, a perfect fit guaranteed.

HALL & HOLTZ CO-OPERATIVE LTD.

Hongkong, November 6, 1889. 2111

## SHARE LIST—QUOTATIONS—NOVEMBER 6, 1889.

Stocks.

Hongkong and Shanghai Bank Corp. 100.00 \$ 125 at 187, cash

Marine Insurance Co., Ltd. 100.00 \$ 250 at 50 \$130

China Insurance Co., Ltd. 100.00 \$ 250 at 50 \$130

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## NOTICE.

A. S. WATSON & Co., Ltd.

FLORIST and VEGETABLE SEEDS.

Season 1889-1890.

WE have just received our New Season's importations direct from the best Growers in England, France, and Germany, and are now prepared to execute all Orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON \$5 TO \$10 ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER \$10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE That all seeds sold by us shall prove to be as represented, to the extent that should they not do so, we will replace them or send other seeds to the same value. But we cannot guarantee the crop any further than the above offer, as there are so many causes which operate unfavourably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned unfavourable weather, which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot; or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavourable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 4th September, 1889.

A. S. WATSON & Co., LIMITED.

TO ALL WHOM IT MAY CONCERN.

NOTICE is hereby given that A. S. WATSON & Co., Limited, carrying on BUSINESS at the HONGKONG DISPENSARY, Victoria, in the Colony of Hongkong, and in many other Ports and places in China and elsewhere, have registered in the said Colony their Trade-marks as applied to MEDICINES, PHARMACEUTICALS, and other articles, and also to the Labels, Wrappers, Brands, or Marks affixed to the same, and that if any infringement or colourable imitation of the same be made or attempted to be made by any Person or Persons, the said A. S. WATSON & Co., Limited, will immediately take legal proceedings for an injunction to restrain him or them from affixing, or procuring, or causing, or allowing to be affixed to any bottles, or boxes, or otherwise using, or employing, or permitting to be used, or employed any labels, wrappers, brands, or marks used by the said A. S. WATSON & Co., Limited, and also to obtain damages in respect thereof.

Dated this 14th day of May, 1889.

WATSON & DEACON,

A. S. WATSON & Co., Limited.

Quotations.

Hongkong, November 6.

CIPIUM—New Patna, cash, 552/553

" Old " cash, 5



all that they are capable of doing, and that from them there is no further fruits to be expected. They have achieved all that man alone can do, and more than he has doing in any other land, under any other condition. And after a patient survey of all that China has to offer, the most friendly critic is compelled, reluctantly and sadly, to coincide, in the verdict of the orator Wendell Phillips, 'The answer to Confucianism is China.'

signers, who look at China and the Chinese through the mirage of distance. Second, that reform is impossible. This pessimism is not only a result of the lack of knowledge, but also has had too much occasion to know the tremendous obstacles which any permanent and real reform must encounter, before it can even be tried. To such persons, the thorough reformation of a vast body as the Chinese people, appears to be too task too great to be galvanized into action by an Etopian miracle. To the second of these views appears only less unreasonable than the first; but if what has been already said fails to make this evident, nothing that could here be adduced would be sufficient to do so.

CAN CHINA BE REFORMED FROM WITHIN?

To those who are agreed that reform is both necessary and possible, the question by what agency that reform is to be brought about, is an important one, and it is not surprising that there are several different and inharmonious replies. At the very outset, we have to face the enquiry, "What is to be reformed?" It is not clear that this can be thus reformed, is taken for granted by those of her statesmen, who are able to perceive the vital need of reformation. An instance of this assumptive opinion occurred in a recent memorial in the Peking Gazette, in which the writer complained of the inhabitants of one of the provinces, that they were "not fit to be made a certain number of competent persons," and has been appointed to go through the province, to explain to the people the maxims of the Sacred Edicts of Kang Hsi, by which rigorous measure it was apparently expected that the character of the people

This preaching of moral maxims to the people is a favorite prescription for the amendment of the morals of the time, in spite of the barrenness of results. Whether it fails, as it always does, there is nothing to be done, but to try it over again. That it must fail, is shown by the longest experience, with every modification of circumstances, except in the results which are nearly as possible uniformly nil. This has been sufficiently shown already in its instructive allegory of the eloquent

man whose limbs were stone. But if more precept is inert, it might be expected that example would be more efficient. The topic has also been previously discussed, and we need recur to it only to point out the reason why in the end the best examples always fail to produce the intended results. It is because they have no power to propagate the impulses which gave the life. Take, for example, the case of Chai Chai-tung, formerly Governor of Shantung, where he is reported to have made the most vigorous efforts to put a stop to the

[illegible]

At the moment the official is removed, almost before he has fairly gone, the rats are at their work and everything goes on as before. That a Chinese official should cherish hopes of personally reforming a country, is not only creditable to him, it is perfectly natural, for he is cognizant of other ways than the one which we have described. An intelligent British official who knows much better what is involved in permanent reform, would have been able to predict the result with infallible precision. In referring to certain abuses in south-west China, connected with production of opium, Mr. Robes, commander

Before the mines can be adequately worked, Yunnan must be peopled, the roads must be fairly treated, roads must be constructed, the facilities afforded for navigation by the upper Yangtze must be improved, and the country must be opened up for a number of years. It would be short a period of time for such a consummation, unless some force from without aid accelerate the process.

To attempt to reform China by using some force from without, is like trying to turn a ship in a harbor with laws of air and water conspire to make impossible. It is a principle of mechanics that a force that begins and ends in the same place has no power to move it. Between the two points of departure and arrival, however, the traveler sees half a dozen temple standing on the brink of

weak. The other half has been washed  
 away. Just below is an elaborate barrier  
 against the water, composed of boulders  
 and stones, which has been carried away  
 has been carried away by the flood.  
 gods stand exposed to the storms, the  
 lies exposed to foundation, the river is  
 silted up, a melancholy type of the  
 of the empire. There is a class  
 of the empire, which is a class  
 cannot be carried. It must be washed  
 away, and new material must be  
 the old stock. China can never be refo  
 from within. It is not long since  
 idea was widely entertained in the  
 of the world, that China was  
 regenerated by being brought  
 the motherland of Nations. The  
 seen by which was introduced into  
 "sisterhood" was not indeed such as to  
 rise to any well-founded hopes of nation

but the leading nations have had their  
real representatives at Peking for the  
thirty years, what beneficial effect has  
this had upon the affairs from which  
China has been excluded? The truth is  
that the international relations of the great  
powers are precisely those in which they  
stand to the least advantage—The Chinese  
are keen effectors; they do not display  
their strength in the midst of any one of  
the West, but lead to the conviction that  
these States are motivated by motives  
less frank than those which motivate the  
Chinese. The Chinese are not so much  
in the wrong as they are in the right  
of what China is really in becoming a  
player; she has her hands fully occupied  
playing off one set of foreign inter-  
ests against another, without taking account  
of the fact that she is playing off her  
own people. China is in teaching her  
lesson. If China is to be isolated, it will not  
be done by diplomacy.

(To be continued.)



SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS.

**Exclusive of late Arrivals and Departures reported o-day.**

Agents for China and Hongkong:  
Messrs. WATSON & Co. (LIMITED).  
Hongkong, December 17, 1888. 2131

Single Copy, 0.00.  
China Mail Office, Hongkong.

Ullars	French cruiser	—	—	—	Captain Mayet	Yokohama
Ufers	French gunboat	480	4	425	Commander Gondot	Yokohama
Utkas	Russian corvette	3950	12	—	Captain Makroff	Swastow
Uyif	German gunboat	384	6	340	Captain Caviner	Manila

Printed and published by Gao MURRAY  
BAIN, at the China Mail Office, No. 7,  
Wyndham Street, Hongkong.

French cruiser	—	—	—	Captain May Jr.	Yokohama
French gunboat	480	4	425	Commander Goudot	Yokohama
Russian corvette	2950	12	—	Captain Makaroff	Swatow
German gunboat	344	6	340	Captain Cavines	Manila

French cruiser	—	—	Captain Mayet	Yokohama
French gunboat	480	4	Commander Gondot	Yokohama
Russian corvette	2950	12	Captain Makaroff	Swatow
German gunboat	384	6	Captain Oetinger	Manila

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